

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1 to 9 (canceled)

10. (new)

A method for operating a compressor (5) in the intake section (2) of an internal combustion engine (1), in particular of a motor vehicle, in which a state variable which describes the behavior of the compressor (5), specifically an output signal of an air flow sensor (4) which is arranged in the intake section (2) is monitored and intervention is carried out in a regulating and/or controlling fashion if this state variable exceeds or drops below at least one predefined or predefinable limiting value, wherein

- the air flow sensor (4) generates the output signal for regulating and/or controlling the internal combustion engine (1) and is arranged upstream of the compressor (5) in the intake section (2),
- the frequency and/or the amplitude of the output signal are/is monitored.

11. (new)

The method as claimed in claim 10, comprising when a first limiting amplitude is exceeded, intervention is carried out differently than when a second limiting amplitude which is greater than the first limiting amplitude is exceeded.

12. (new)

The method as claimed in claim 10, wherein, when the limiting value is exceeded, intervention in a regulating circuit of the compressor (5) is carried out in such a way that a setpoint charging pressure is reduced.

13. (new)

The method as claimed in claim 10, wherein, when the limiting value is exceeded, an exhaust gas recirculation valve (12) of an exhaust gas recirculation device (10) of the internal combustion engine (1) is actuated in order to open it.

14. (new)

The method as claimed in claim 13, wherein the compressor (5) forms a component of an exhaust gas turbocharger (6).

15. (new)

The method as claimed in claim 10, wherein the compressor (5) forms a component of an exhaust gas turbocharger (6)', and in that when the limiting value is exceeded, a guide of a device (21) of a turbine (8) of the exhaust gas turbocharger (6) is actuated in order to open the guide vanes.

16. (new)

The method as claimed in claim 10, wherein when the limiting value is exceeded, the injection quantity of the internal combustion engine (1) is reduced.

17. (new)

An internal combustion engine, in particular of a motor vehicle,

- having an intake section (2) in which a compressor (5) for generating charging air and an air flow sensor (4) for determining an output signal which correlates to the intake air flow are arranged,

- having an engine control unit (16) which communicates with the air flow sensor (4) and uses the output signal to control and/or regulate the internal combustion engine (1),

- having a compressor unit (15) which regulates and/or controls the compressor (5) as a function of a state variable which

describes the behavior of the compressor (5),

wherein

- the air flow sensor (4) is arranged upstream of the compressor (5) in the intake section (2),
- the compressor control unit (15) communicates with the air flow sensor (4) and uses the frequency and/or the amplitude of the output signal of the air flow sensor (4) to control and/or regulate the compressor (5).